

## **EXHIBIT SS**

short of amazing - rivaling 4-stroke models.

After sampling the 2006 Ski-Doo Freestyle we were left with a question: What can BRP do to improve the REV next year? Frankly, the only

area we can think of would be whizz-bang instrumentation. Ski-doo's traditional analog tach and speedo are now the least sophisticated among the four sledmakers.

In terms of tangible improvements in ride and handling, these sleds are now "fun to ride" the benchmarks for performance, handling, ride quality and ergonomics. ▲

## Earth Shattering



Some are saying the Freestyle is just another attempt at a low buck entry level Scooter. We disagree. The Freestyle is the first snowmobile targeted directly at Gen Y. There's way more going on here than price and style. It's about understated appearance, understated branding, quiet, correct noise confinement, no pit-bikes, and a pinch of steel that would make most of our readership cringe. Get used to it because neither guess that a retail \$3,299 model is the way!

**F**reestyle Webster's defines the word as "a competition in which the contestant is given more latitude than in related events". In this case the 300cc, 30 horse, single juice can Ski-Doo Freestyle is our contestant.

At first glance you might think Ski-Doo merely minimized and cut down the REV chassis for a smaller, lighter, younger rider. However, this doesn't tell the whole story. Check out at the quality, design and sturdiness of its downsized chassis. With an extremely capable SC-4 skid and what we think is enough space for a \$50 fan under the hood, the Freestyle has potential to launch a new type of snowmobiling... Freestyle!

Does the Freestyle really offer snowmobilers more latitude? Could be. With a top speed

close to 50mph, standard RER, and Gen Y graphics, Mom and Pop may find a few of these unusual looking sleds following them on the trails. Consider this: The Freestyle uses a pyramidal frame that makes re-bar look like silly putty, a simple, lightweight single A-arm front end, and enough accessories and hop ups in the works to make Barbie jealous. Grab your buddies, a couple of shovels, set up an announcing booth and your backyard is no longer safe!

For years motocrossers have used trusty 50cc mini bikes to move from the pits to track side at race events. In the past five years, however, these smaller bikes have been receiving a lot of attention. Custom frames, Accel rims, extended front and rear travel and custom bil-

lions out the front end. ARRs to top it off. The SC-4 mini sled was purchased out of necessity, not just for a kid's gift, but for a kid's gift that would make a difference. It's a \$3,299 sled, not a \$1,299 sled.

let replacement parts are everywhere. Racers are making a sizable investment in something most thought was a transition bike. See where we're going with this?

Is the Freestyle the first factory built jumper, the next backyard pit bike racer, or a transition sled kids are going to scream for? We can't say for sure, but what we do know is, this little Track Rat is getting serious attention from both consumers and manufacturers alike. ▲